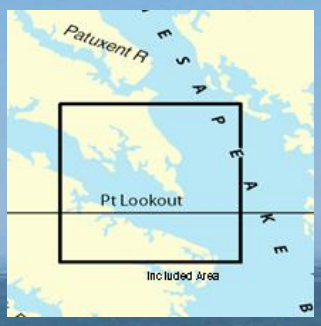
BookletChart™

Potomac River – Chesapeake Bay to Piney Point

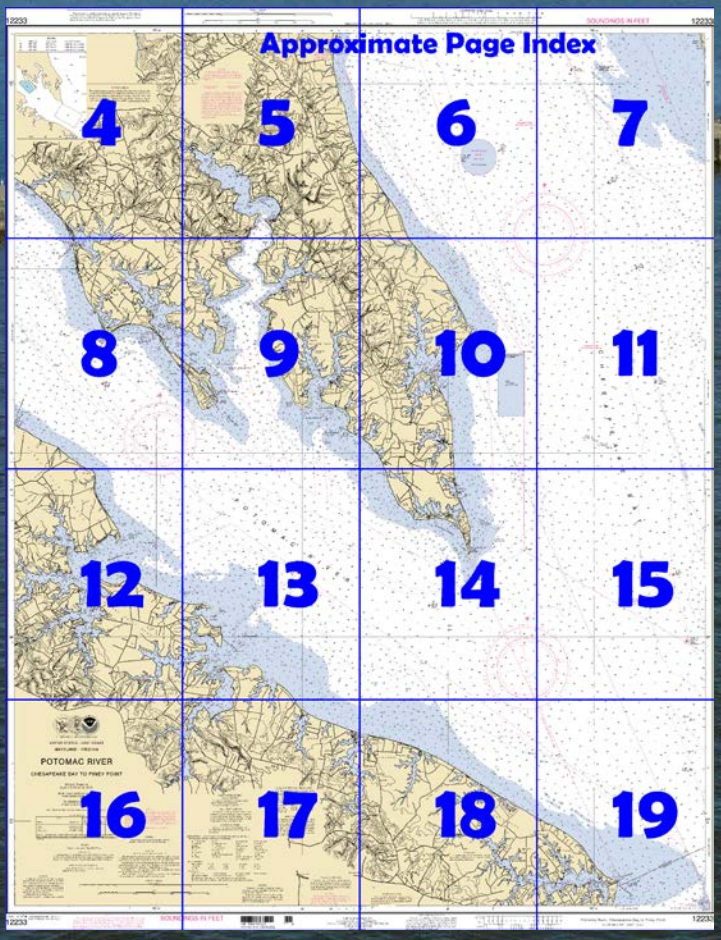
NOAA Chart 12233

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12233

(Selected Excerpts from Coast Pilot)
Vessels anchor near the channel where the bottom is soft. Smith Creek has the best protection from winds.
The current off the Potomac River can be hazardous at ebb tide, when wind and current are opposed, and with northwest
Smith Point. A shoal area extends eastward from the point; depths as little as 8 feet 2 miles from shore.
Little Wicomico River. A marked channel leads from the Potomac River/Chesapeake Bay junction through a jettied entrance to a marked channel. In 1990, the controlling depth was 7 feet in the entrance; inside the entrance, a depth of 6 feet. The approach is marked by a light. A daybeacon and a light are on the ends of the jetties, and daybeacons mark the upper reaches for 3 miles.
Slough Creek. marked by daybeacon. Small-craft facilities provide gasoline, diesel fuel, water, ice, berths, and marine supplies.
A cable ferry crosses Little Wicomico River at **Sunnybank**. When the ferry is underway, the unmarked cable is suspended 3 feet above the water surface. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**
Cornfield Harbor is sheltered from winds; vessels use it as an anchorage for the night.
Lake Conoy. Entered from Cornfield Harbor through a marked channel; in 1976, the depths were 8 feet in the entrance and 6 feet in the basin. The facility on the east shore has gasoline, water, ice, marine supplies, and a sewage pump-out station. No overnight berthing is permitted; anchorage in the basin is allowed in an emergency.
Coan River has depths of 13 to 7 feet to within 0.5 mile of the head. The entrance to Coan River is marked by buoys and lights; the channel inside is marked at critical points by daybeacons and bush stakes.
Kingscote Creek has depths of 8 feet. A shoal extends halfway across the entrance from the west side. Gasoline, diesel fuel, water, ice, berths, and marine supplies are at **Lewisetta.**
Glebe has depths of 9 to 13 feet to the forks 1.5 miles above the entrance.
Stevens Point. Gasoline, diesel fuel, and some supplies are available.
Smith Creek has the protection from winds. A depth of 9 feet can be carried to the junction of the two branches.
Wynne. Facilities provide gasoline, diesel fuel, water, ice, berths, and marine supplies.
St. Marys River. The channel has depths of 20 feet or more to St. Marys City, then shoals to 12 feet at **Martin Point** and to 8 feet **Tippity Wichity Island**. The course through the fishtraps is **345°.**
Island Creek is entered by a marked channel which leads to fishing piers and a turning basin. In 1994, the channel had a depth of 2½ feet with 5 feet in the basin.
St. George Creek has a channel with depths of 9 feet for 3.5 miles.
A marked channel enters St. George Creek north of St. George Island. In 1983, the channel had a depth of 2 feet.
Morgan Point. Gasoline, water, and berths are available.
Carthagena Creek. Marked by daybeacons and a light.
Dennis Point, can provide berths, gasoline, diesel fuel, and marine supplies.
St. Inigoes Creek. Depths of 11 feet can be carried to the junction of St. Inigoes Creek **Church Cove**.
Cove. **St. Inigoes Coast Guard Station** is on the west side of its entrance.
Anchorages.–Vessels bound up or down the river anchor anywhere near the channel where the bottom is soft; vessels sometimes anchor in Cornfield Harbor or St. Marys River.
Danger zones and restricted area.–The Potomac River and its tributaries are used extensively by the military establishments for testing operations and gunnery practice. (Limits and regulations for these areas are given in **334.230, 334.240, and 334.250,** chapter 2.)
Currents.–The current in Chesapeake Bay off the mouth of Potomac River can be hazardous to smaller vessels and pleasure boats at ebb tide, and when wind and current are opposed, and with northwest winds. These conditions are more pronounced off Smith Point.
Pilotage, Potomac River.–Pilotage is compulsory on the Potomac River for foreign vessels and U.S. vessels under register in the foreign trade.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Table of Selected Chart Notes

Corrected through NM Jan. 27/07
Corrected through LNM Jan. 23/07

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 38°05'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.456" northward and 1.166" eastward to agree with this chart.

CAUTION
Limitations on the use of radic signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Heathsville, VA	WXM-57	162.40 MHz
Salisbury, MD	KEC-92	162.475 MHz
Washington, DC (Manassas, VA)	KHB-36	162.55 MHz

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.
Refer to charted regulation section numbers.

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Kinsale	(38°02'N/76°35'W)	1.4	1.3	0.1
Piney Point	(38°08'N/76°32'W)	1.6	1.5	0.1
Point Lookout	(38°02'N/76°19'W)	1.8	1.5	0.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Dec 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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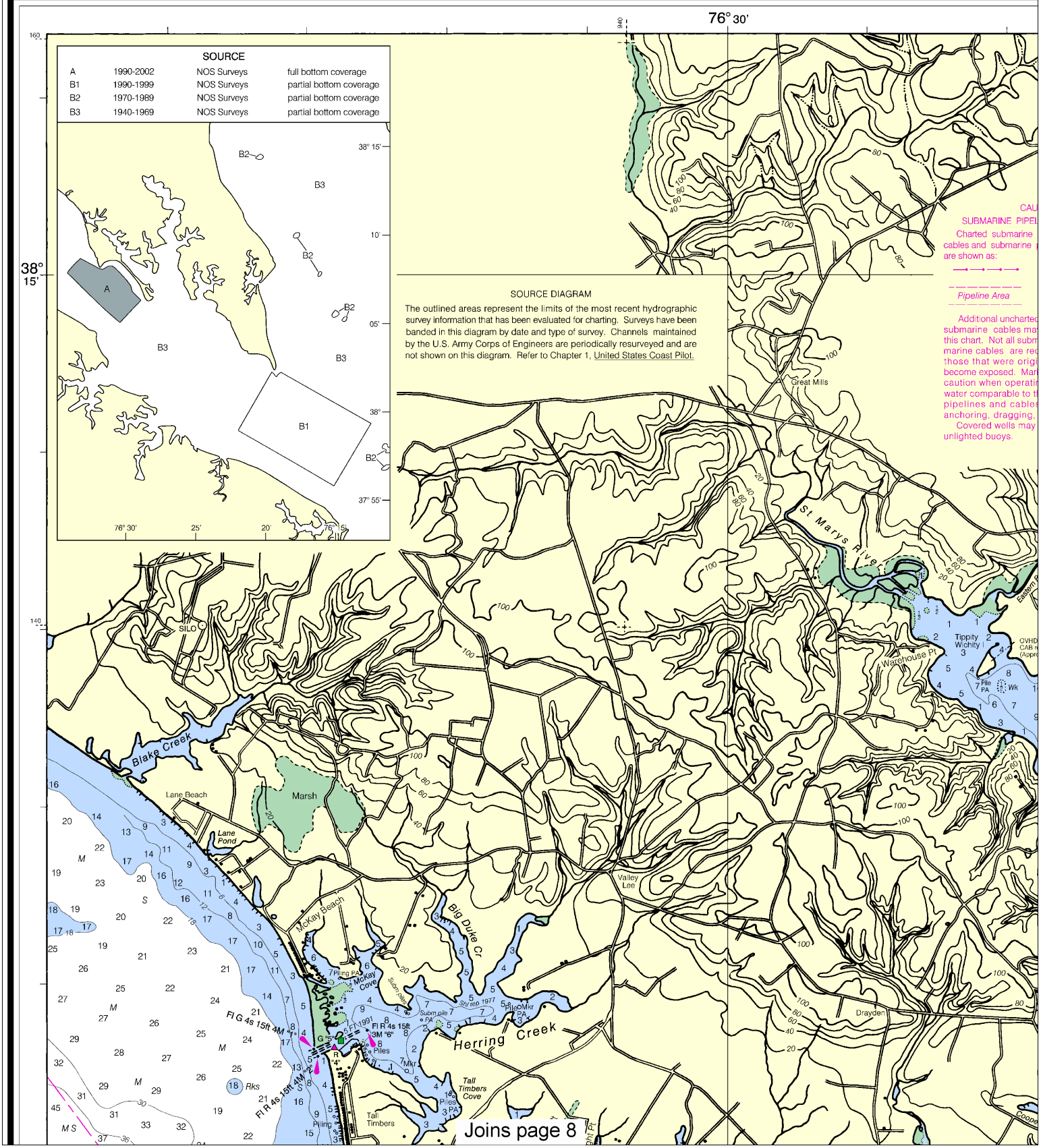
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



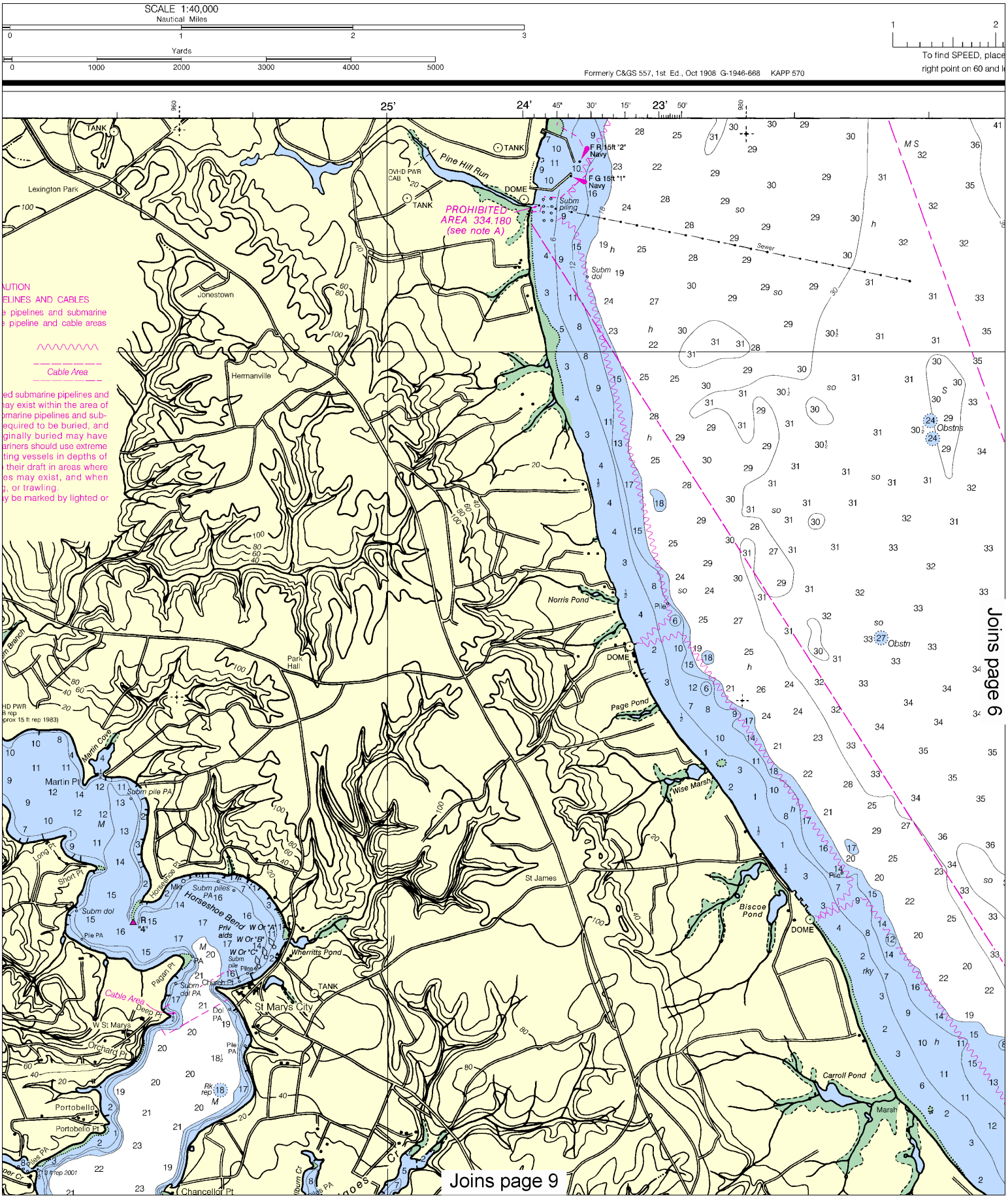
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

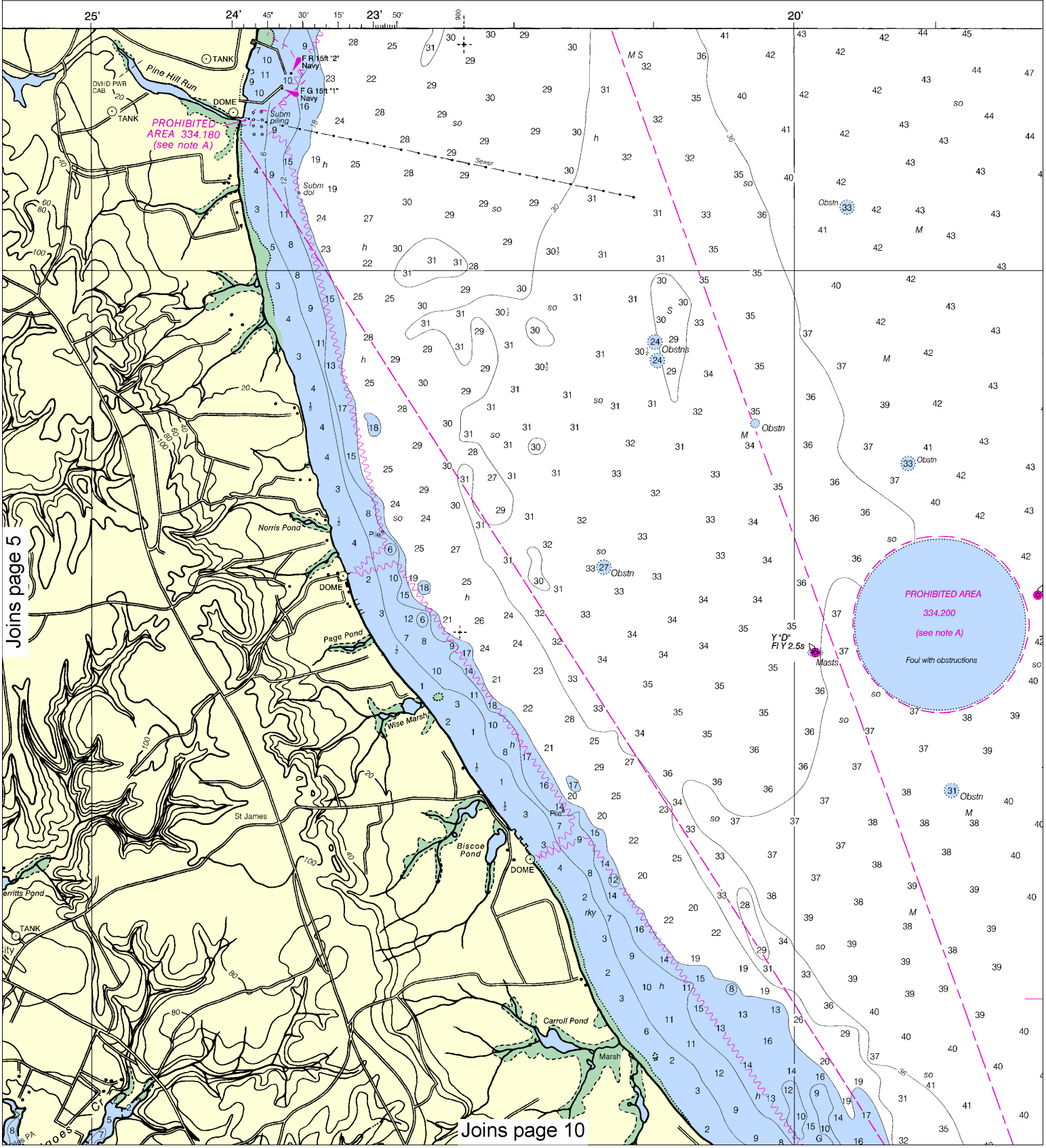
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

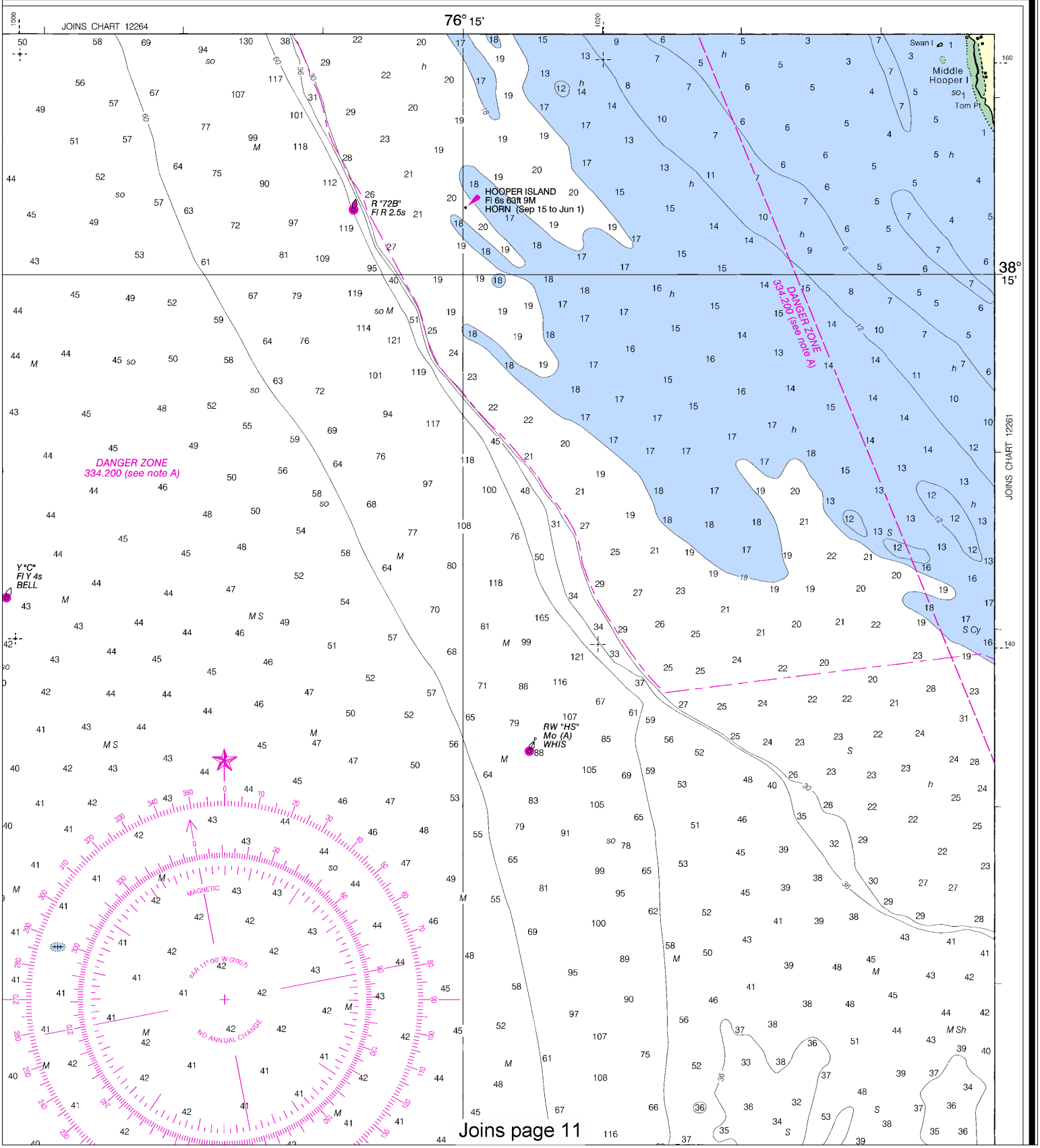


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

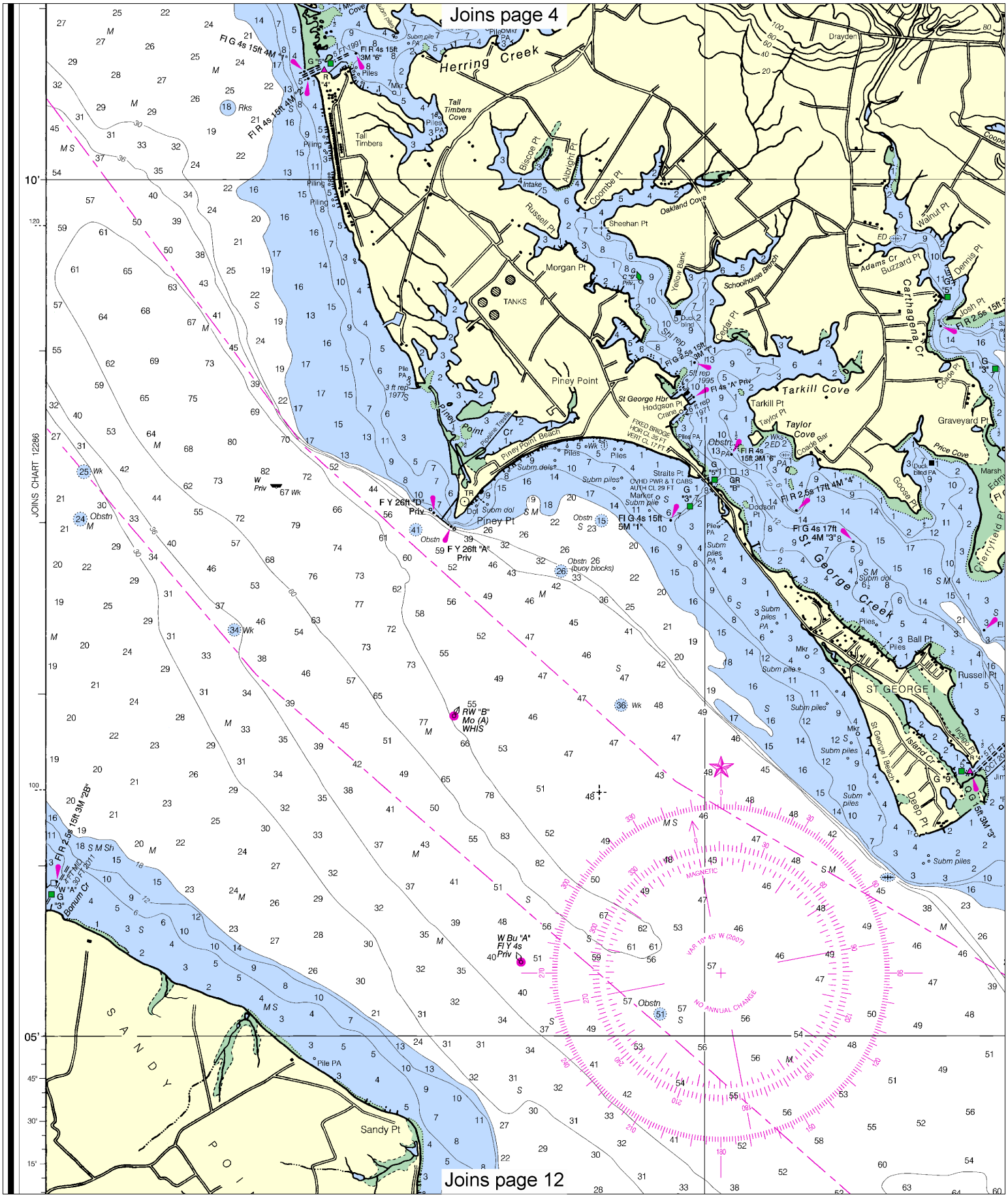
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.



Joins page 11



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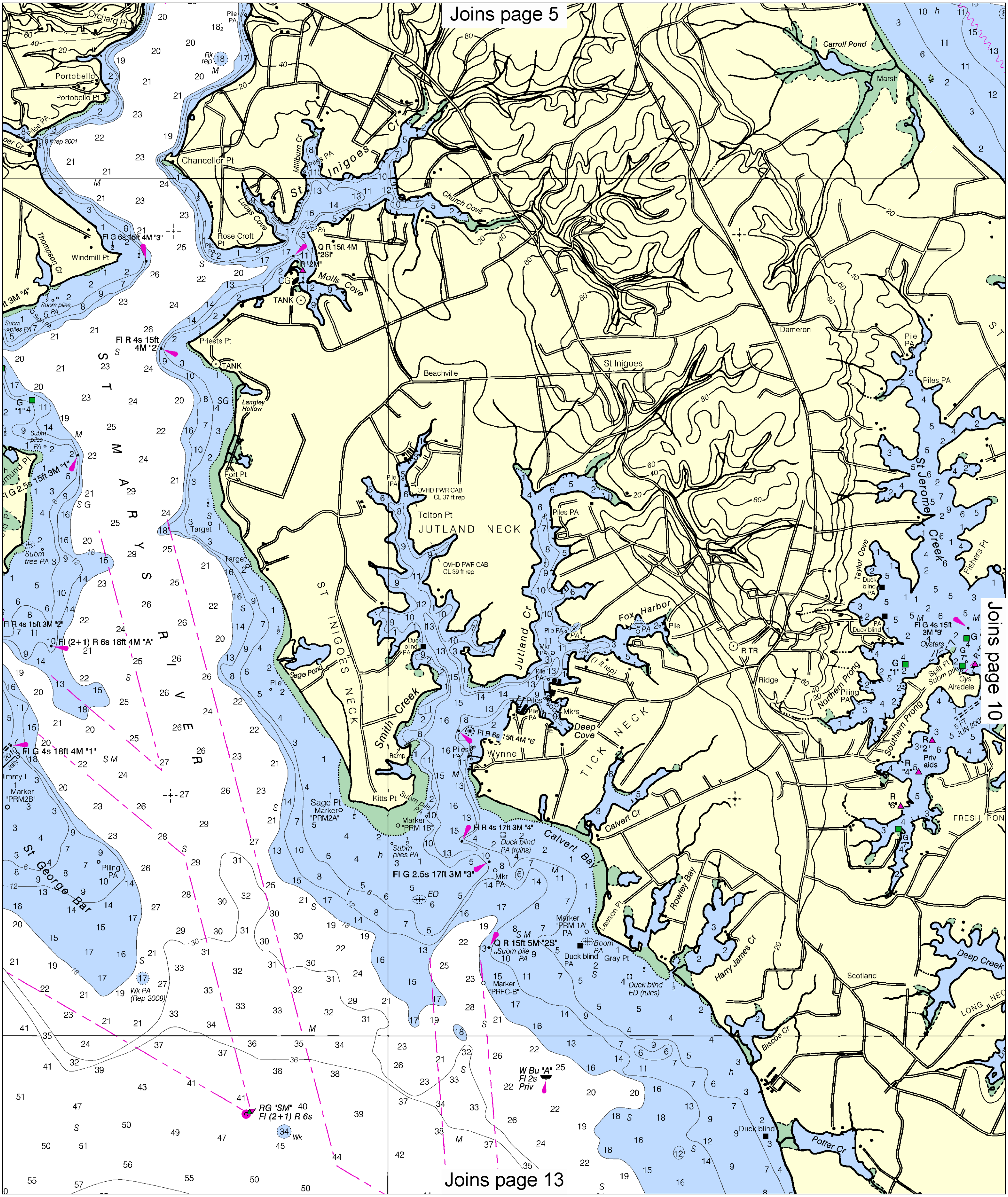
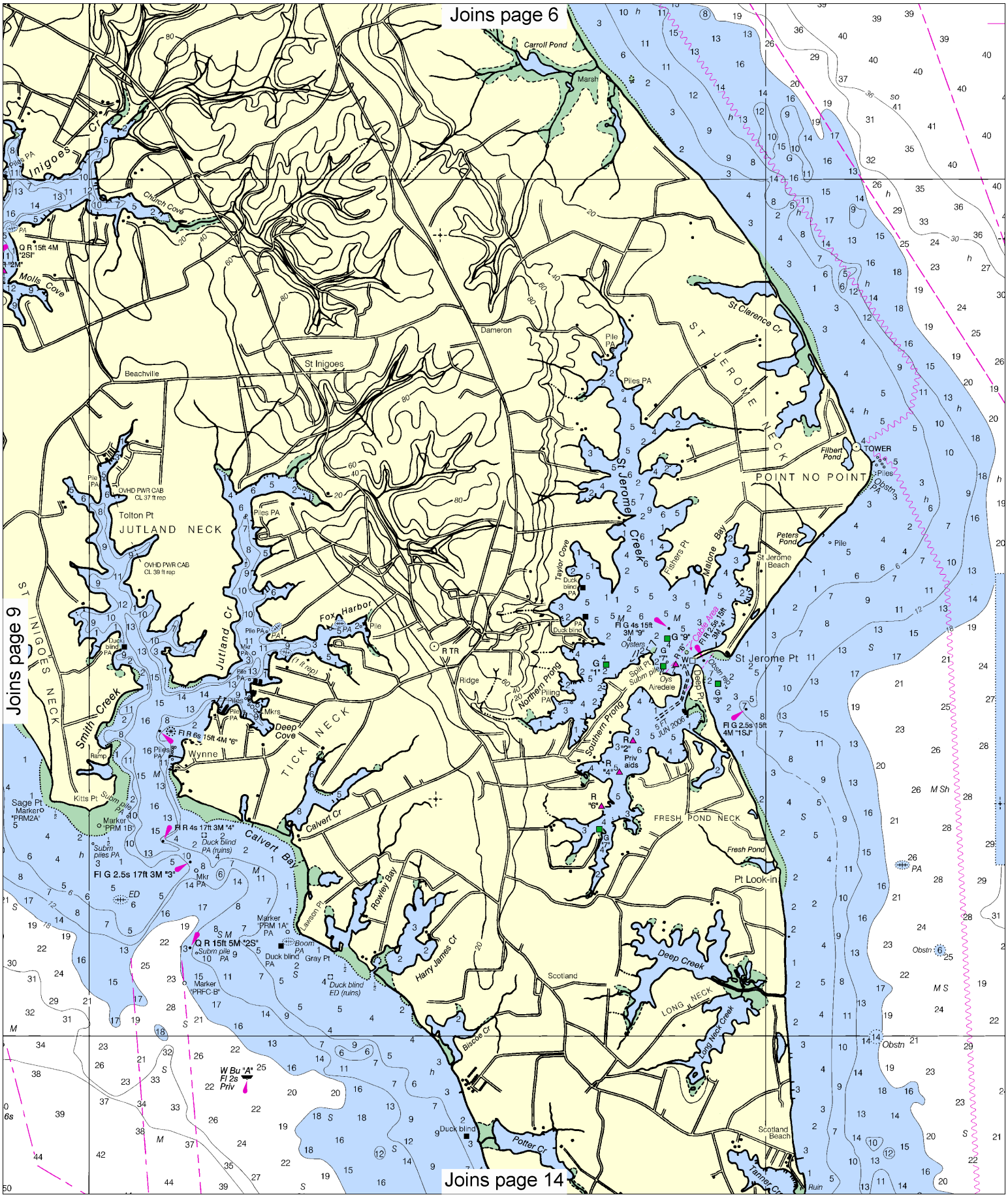
Note: Chart grid lines are aligned with true north.


Joins page 5
Joins page 10
Joins page 13
Orchard Pt
Portobello
Portobello Pt
Chancellor Pt
Thompson Cr
Windmill Pt
Rose Croft Pt
Lucas Cove
Millburn Cr
St Inigoes Cr
Church Cove
Molls Cove
TANK
Priests Pt
Langley Hollow
Fort Pt
ST MARYS RIVER
St George Bar
Beachville
St Inigoes
Dameron
Carroll Pond
Marsh
Tolton Pt
JUTLAND NECK
ST INIGOES NECK
Sage Pond
Smith Creek
Jutland Cr
Fox Harbor
Deep Cove
Kitts Pt
Sage Pt
Wynne
TICK NECK
Calvert Cr
Calvert Bay
Lawson Pt
Rowley Bay
Harry James Cr
Gray Pt
Scotland
Biscoe Cr
Potter Cr
Deep Creek
LONG NECK
Ridge
Northern Prong
Southern Prong
St Jerome Creek
Taylor Cove
Fishers Pt
Split Pt
Airedele
FRESH POND
OVHD PWR CAB CL 37 ft rep
OVHD PWR CAB CL 39 ft rep
Fl G 6s 15ft 4M "3"
Q R 15ft 4M "2SI"
Fl R 4s 15ft 4M "2"
Fl R 4s 15ft 3M "2"
Fl (2+1) R 6s 18ft 4M "A"
Fl G 4s 18ft 4M "1"
Fl G 2.5s 15ft 3M "1"
Fl R 6s 15ft 4M "6"
Fl R 4s 17ft 3M "4"
Fl G 2.5s 17ft 3M "3"
Q R 15ft 5M "2S"
Fl G 4s 15ft 3M "9"
RG "SM" Fl (2+1) R 6s
W Bu "A" Fl 2s Priv
Marker "PRM2A"
Marker "PRM 1B"
Marker "PRM 1A"
Marker "PRM2B"
Marker "PRFC-B"
Duck blind ED (ruins)
Wk PA (Rep 2009)



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

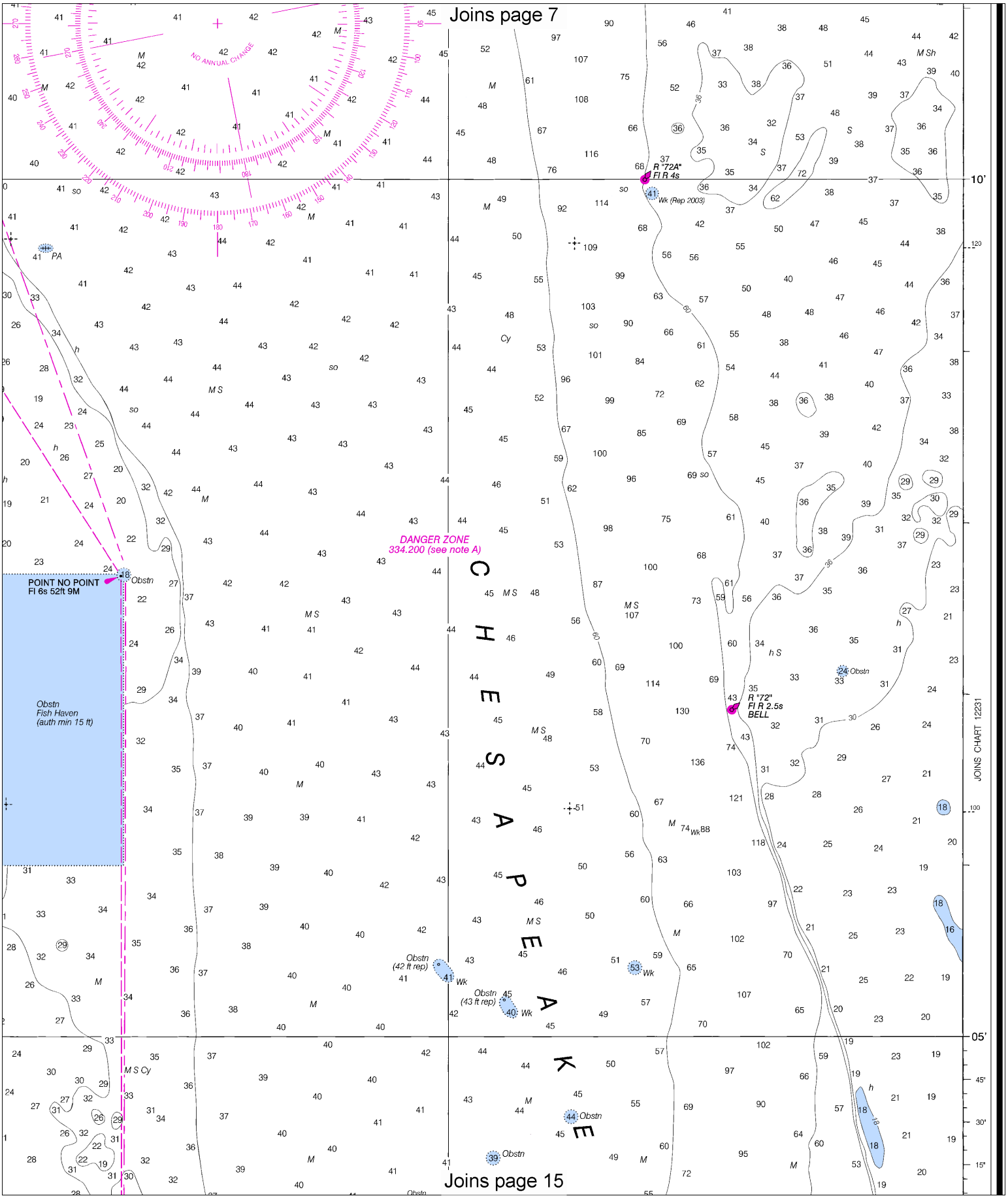
Nautical Miles

1 ½ 0 1 2 3

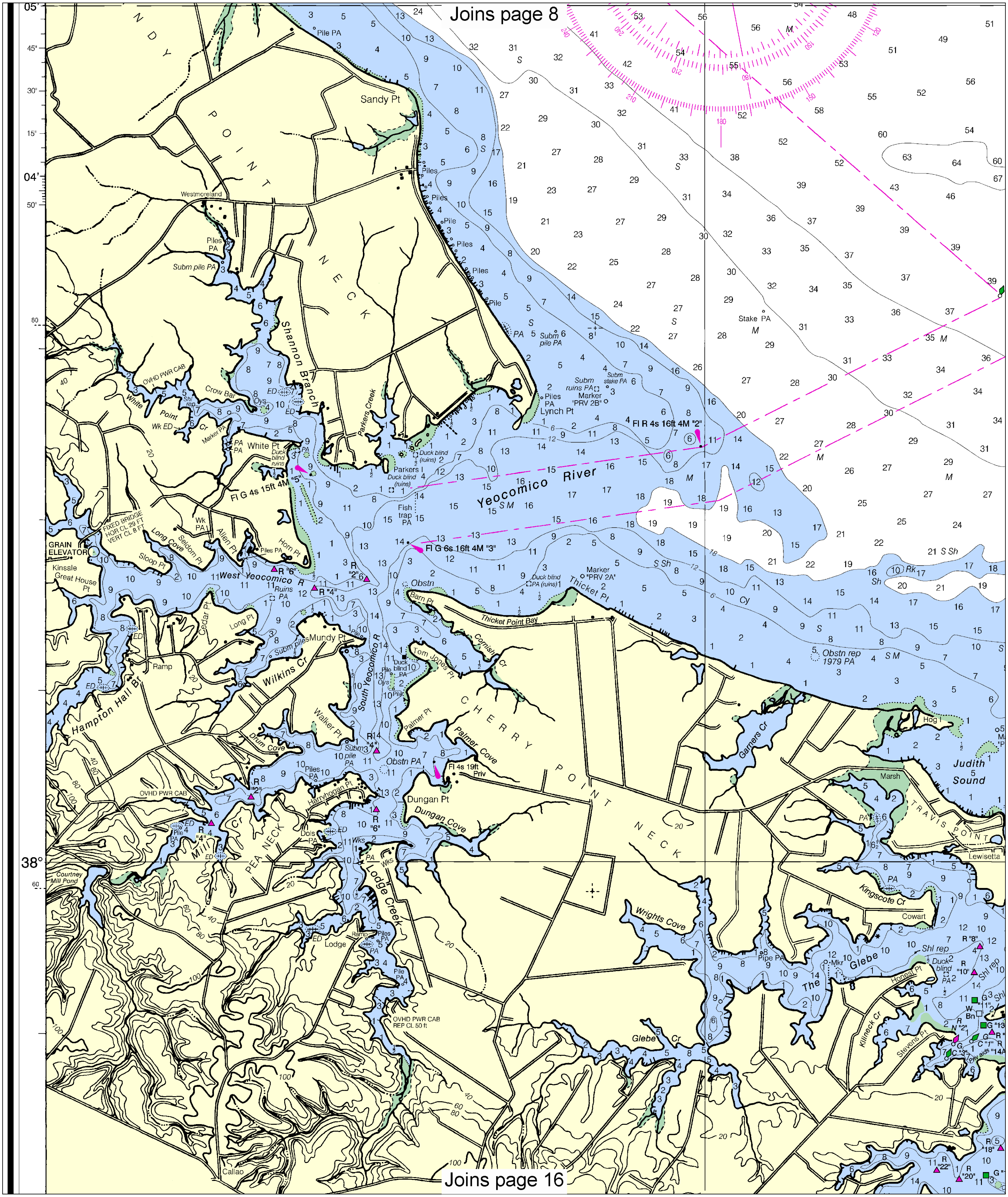
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
NO ANNUAL CHANGE
R "72A"
Fl R 4s
Wk (Rep 2003)
PA
DANGER ZONE
334.200 (see note A)
POINT NO POINT
Fl 6s 52ft 9M
Obstn
Obstn
Fish Haven
(auth min 15 ft)
R "72"
Fl R 2.5s
BELL
Obstn
(42 ft rep)
Wk
Obstn
(43 ft rep)
Wk
Obstn
Obstn
CHESAPEAKE
JOINS CHART 12231
Joins page 15

Joins page 8



Joins page 16

Note: Chart grid lines are aligned with true north.

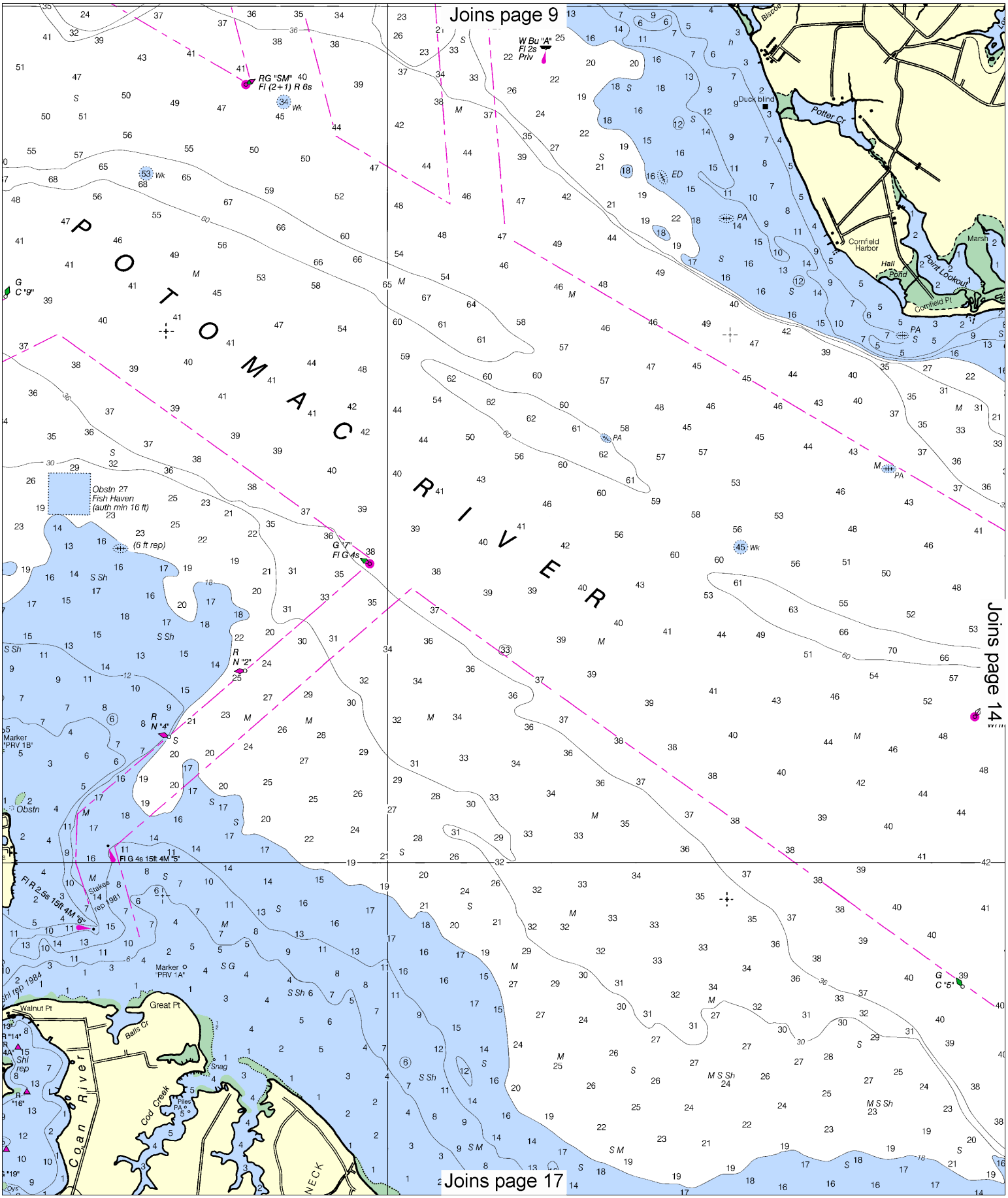
Printed at reduced scale.

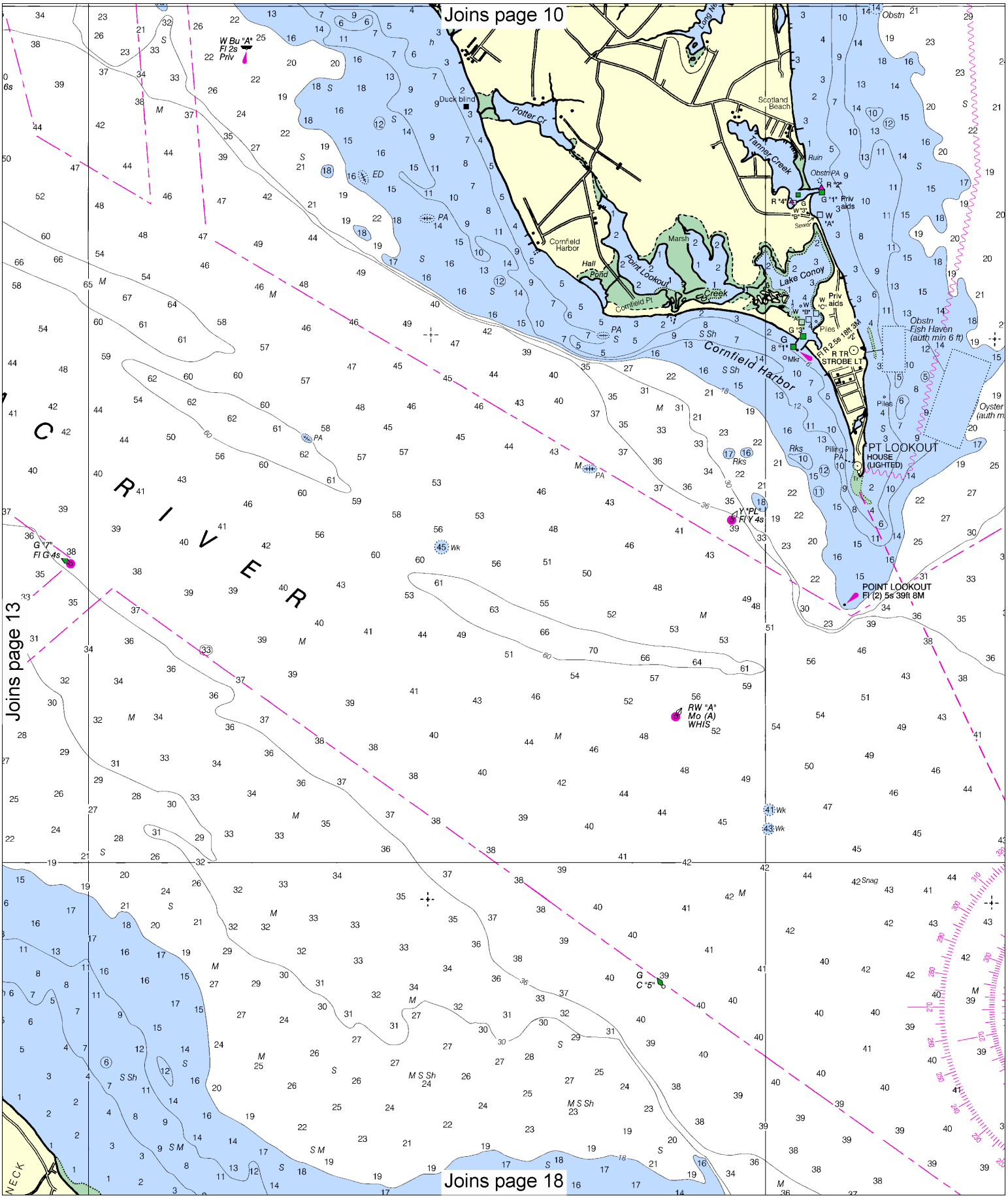
SCALE 1:40,000

Nautical Miles: 1, ½, 0, 1, 2, 3

Yards: 1000, 0, 1000, 2000, 3000, 4000, 5000

See Note on page 5.


Joins page 9
W Bu "A"
Fl 2s
Priv
RG "SM"
Fl (2+1) R 6s
Biscoe
Duck blind
Potter Cr
Cornfield Harbor
Hall Pond
Point Lookout
Cornfield Pt
Marsh
POTOMAC RIVER
Obstn 27
Fish Haven
(auth min 16 ft)
(6 ft rep)
G "7"
Fl G 4s
R "N "2"
R "N "4"
Marker "PRV 1B"
Obstn
Fl G 4s 15ft 4M "5"
Fl R 2.5s 15ft 4M "6"
Stakes rep 1981
Marker "PRV 1A"
Shl rep 1984
Walnut Pt
Great Pt
Balls Cr
Snag
Cod Creek
Piles
Coan River
NECK
G "5"
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

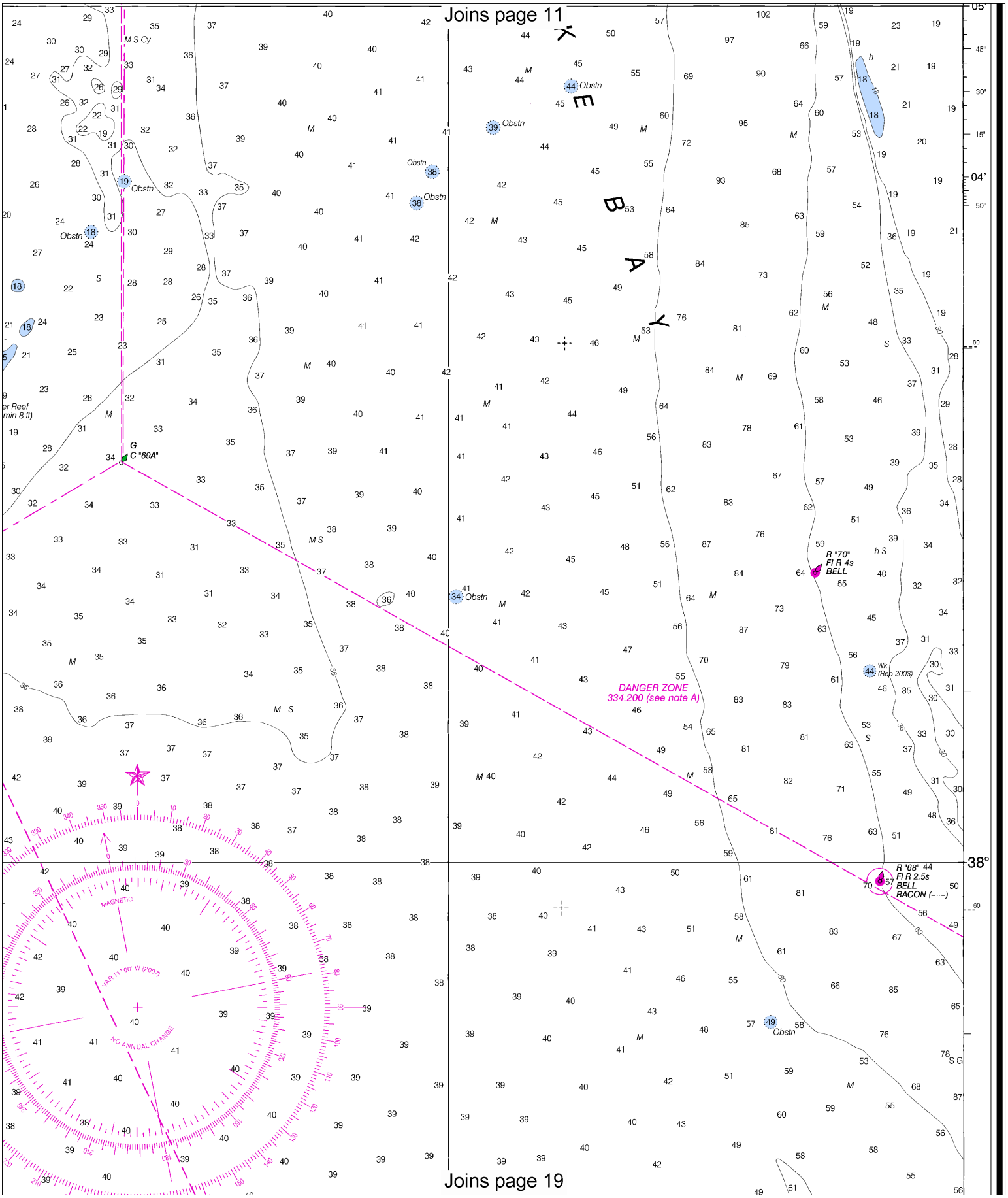
Nautical Miles

1 ½ 0 1 2 3

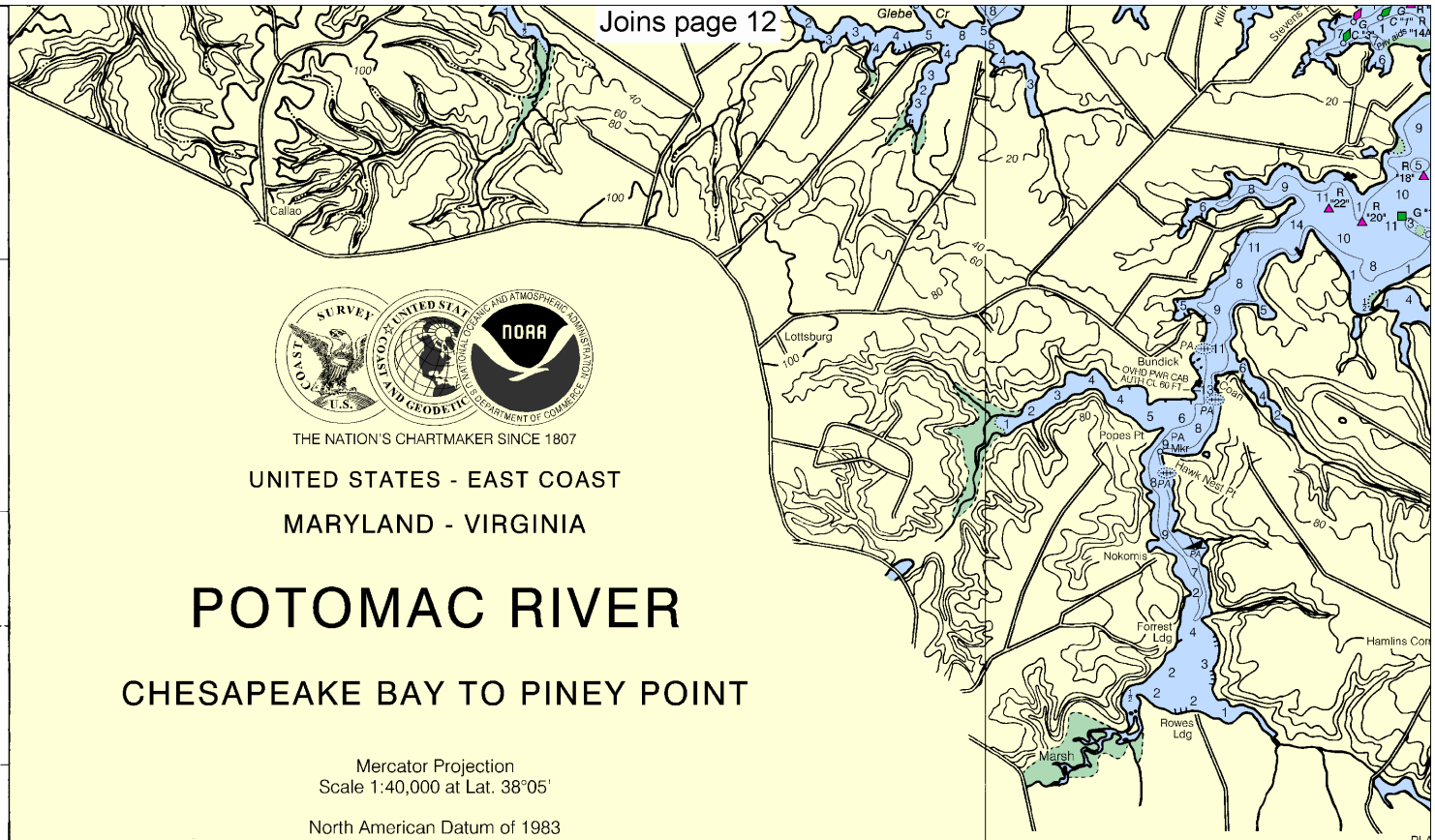
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
M S Cy
Obstn
G
C "69A"
M S
DANGER ZONE
334.200 (see note A)
R "70"
Fl R 4s
BELL
Wk
(Rep 2003)
R "68" 44
Fl R 2.5s
BELL
RACON (–···–)
38°
MAGNETIC
VAR 11° 00' W (2007)
NO ANNUAL CHANGE
Joins page 19

Joins page 12



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND - VIRGINIA

POTOMAC RIVER

CHESAPEAKE BAY TO PINEY POINT

Mercator Projection
Scale 1:40,000 at Lat. 38°05'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

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		feet	feet	feet
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Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2006)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: — — — —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2

Yards: 1000 0 1000 2000 3000 4000 5000

ABBREVIATIONS (For complete list of Symb
Aids to Navigation (lights are white unless otherv

AERO aeronautical	G green
Al alternating	IQ interrupte
B black	Iso isophase
Bn beacon	LT HO lighth
C can	M nautical m
DIA diaphone	m minutes
F fixed	MICRO TR r
Fl flashing	Mkr marker

Bottom characteristics:

Blds boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass

Miscellaneous:

AUTH authorized	Obstn obs
ED existence doubtful	PA positio

21 Wreck, rock, obstruction, or shoal s
(2) Rocks that cover and uncover, with

37° 55'

20

940

76° 30'

37th Ed., Jan. / 07 ■ Corrected through NM Jan. 27/07
Corrected through LNM Jan. 23/07

12233

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

LANE COORDINATE GRID

(based on NAD 1927)

yland State Grid is indicated on this
000 foot intervals thus: -+-
three digits are omitted.

SMALL CRAFT WARNINGS

the boating season small-craft
will be displayed from sunrise to
Maryland Marine Police Cruisers
terway in Maryland waters of the
ake Bay and tributaries.

AIDS TO NAVIGATION

U.S. Coast Guard Light List for
al information concerning aids to

mbols and Abbreviations, see Chart No. 1.)
erwise indicated):

	Mo morse code	R TR radio tower
ted quick	N nun	Rot rotating
se	OBSC obscured	s seconds
nthouse	Oc occulting	SEC sector
mile	Or orange	St M statute miles
	Q quick	VQ very quick
microwave tower	R red	W white
	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

gy gray	Oys oysters	so soft
h hard	Rk rock	Sh shells
M mud	S sand	sy sticky

bstruction	PD position doubtful	Subm submerged
tion approximate	Rep reported	

swept clear to the depth indicated.
th heights in feet above datum of soundings.

3

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Heathsville, VA	WXM-57	162.40 MHz
Salisbury, MD	KEC-92	162.475 MHz
Washington, DC (Manassas, VA)	KHB-36	162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.456" northward and 1.166" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

960 25' 24' 45' 30' 15' 23' 50' 960

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NGA REFERENCE NO. 12AHA12233
ED. NO. 37

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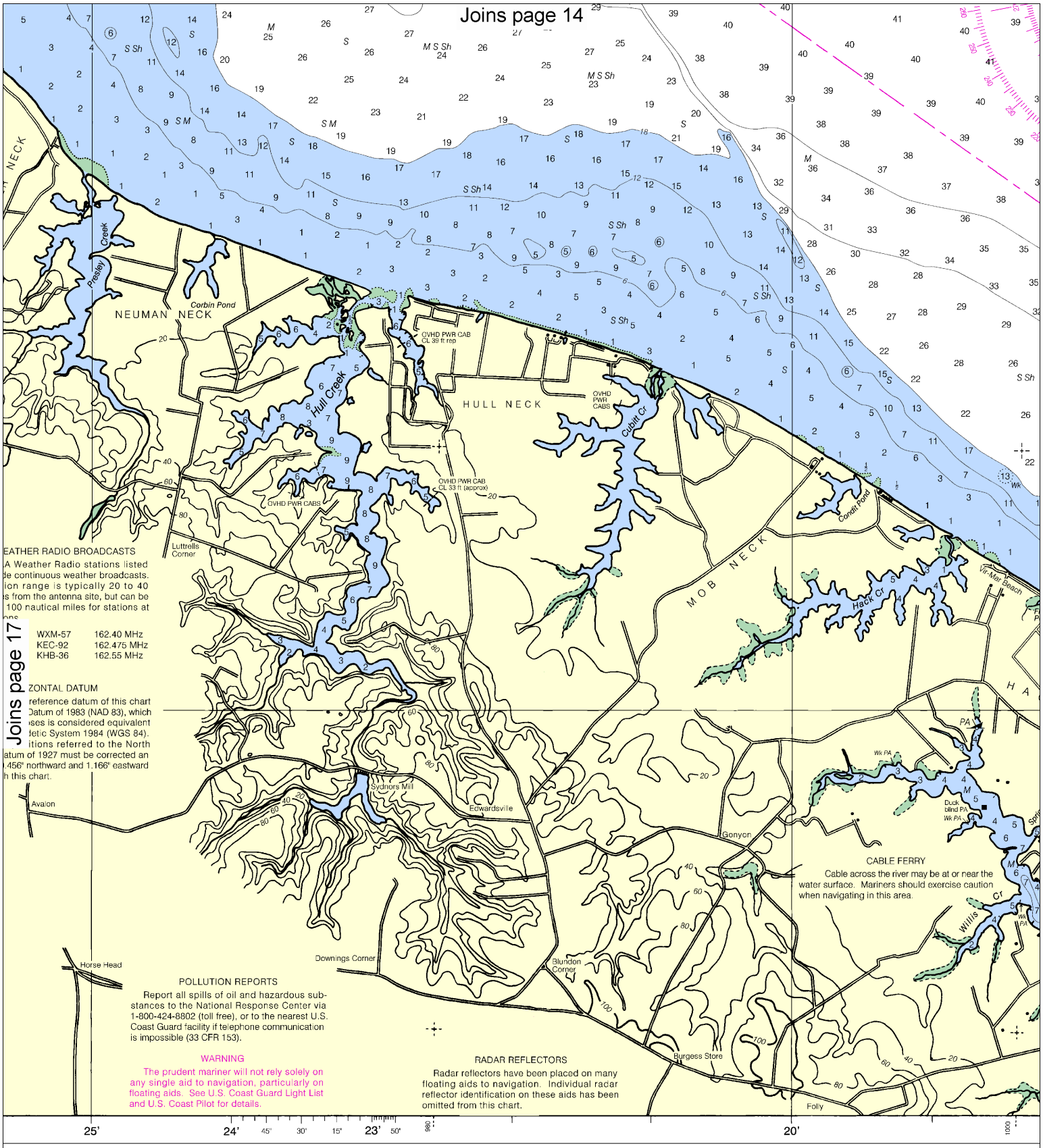
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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COAST SURVEY

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

FATHOMS	1	2	3			
FEET	6	12	18			
METERS	1	2	3	4	5	6

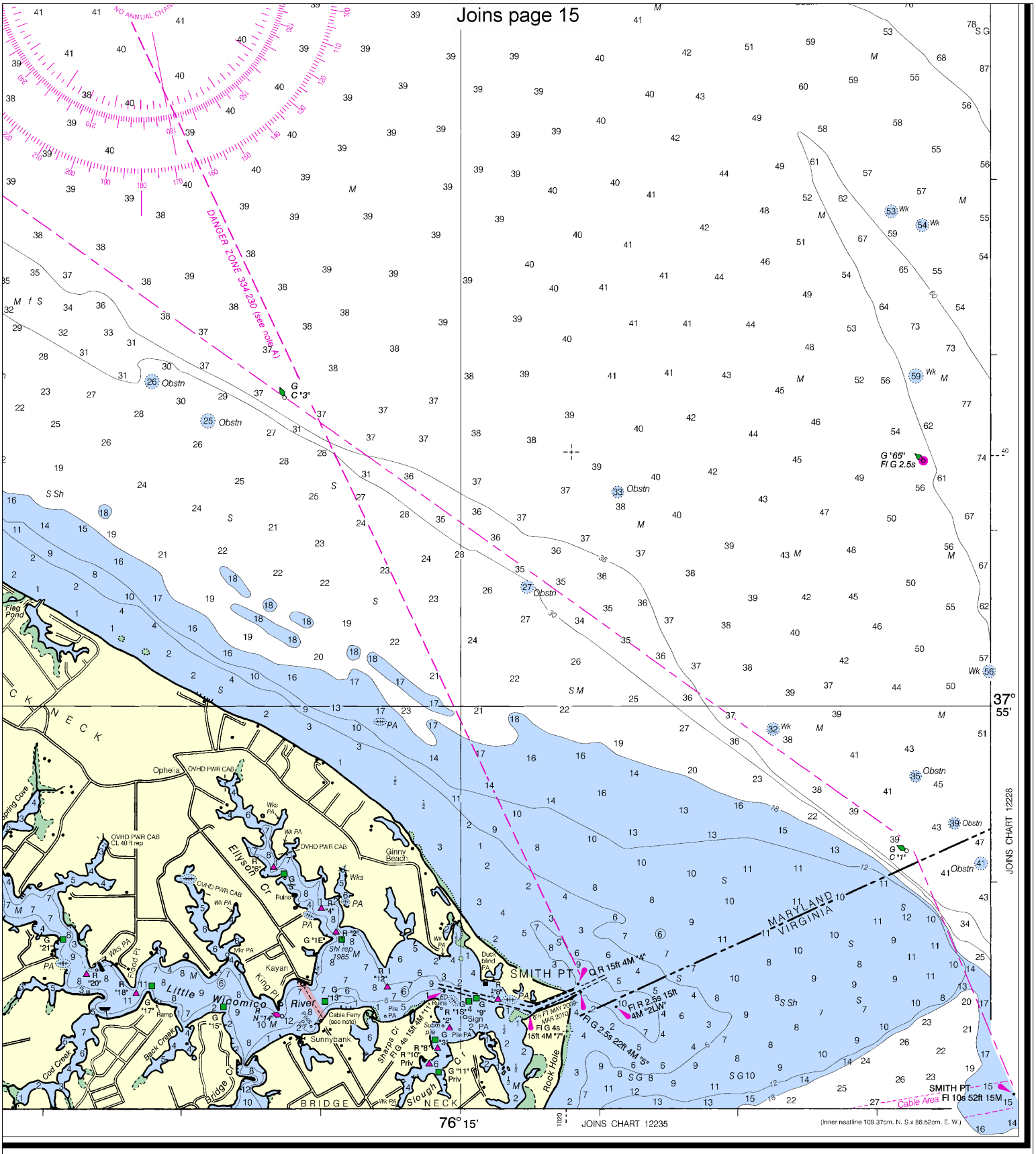
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Potomac River, Chesapeake Bay to Piney Point

SOUNDINGS IN FEET - SCALE 1:40,000

12233

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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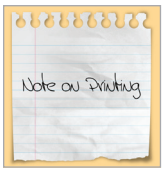

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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